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“east,” but the statement is still incorrect, as is sufficiently clear from what is said as to British Columbia on page 96. “Sanford Fleming” (p. 101) should read “Sandford Fleming;” and “Colonel Wolsey” (p. 105), “Colonel Wolseley.” There is no such thing as a Canadian “House of Representatives” (p. 105). “About 50 per cent of the area of Northern Ontario is water” (p. 114) is an absurd statement. To describe the building of the Grand Trunk Pacific with a maximum grade of from twenty-one to twenty-four feet per mile as “an engineering feat without parallel in the history of railway construction in North America,” and the construction of the mountain section of the railway as a “wonderful feat” (p. 115), is surely a misuse of words. The route was known long before the Grand Trunk Pacific had been thought of. The reference on page 117 confuses two quite different bodies, the international waterways commission and the international joint commission. The Naval college, referred to on page 119, has been in operation for some years, first at Halifax, and, since the explosion, at Esquimalt. In the bibliography (p. 393) “Skilton” should read “Skelton.” Surely something more recent than Byran Edwards’ “History of the West Indies,” 1793, might have been suggested.

L. J. B.

A CORRECTION

By some error still unexplained, the reviewer of Mr. Muzzey’s *An American history* received a copy of the 1917 reprint instead of the 1920 revised edition. The result was an inadequate account of the new volume. The author has in this new edition entirely recast the narrative following the Spanish war and has made some changes in the earlier chapters. The maps have been improved and the references have been brought down to date. Naturally, the editor is very sorry that this mistake occurred and takes this occasion to make acknowledgment of it.

C. W. ALVORD